

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 08/19/13
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CONTRACT NO: 008127

CHANGE ORDER NO: 44

Revised staging, and Lane Closure Exceptions being used.

MOT stages (and associated risk) in which, the eastbound bridge has traffic on it, but the excavation under and adjacent to the bridges is not yet complete, causing potential for extreme snow buildup under and adjacent to the eastbound bridge.

Additional winter avalanche risk mitigation activities due to the CRIP, as stated in the section "Winter Shutdown" of this change order.

After removal of the existing snowshed, the "CRIP Detour Plan - 2014 Winter Shutdown" shall remain in place, no longer than two winter seasons, prior to the implementation of MOT Stage 3.

Drainage:

The first sentence of the 2nd paragraph on page 7 of the first SV CRIP change order (CO #6-11) is revised as follows: All permanent drainage from LW 1330+61 to LW 8375+44, as shown on sheets D1 - D3, is deleted and will be addressed under the new lump sum items.

Slope Stabilization:

The last sentence of the 3rd paragraph on page 7 of the first SV CRIP change order (CO #6-11) is revised as follows: "All new rock bolts, rock dowels, horizontal drains and any other slope reinforcement related items required between stations LW 8351+93 and LW 8364+40 will be covered under the new lump sum items "CO #6-Snowshed CRIP-Engineering" and "CO #6-Snowshed CRIP-Construction".

Between stations LW 8351+93 and LW 8364+40, adjustments to the "per plan" CRIP slope reinforcement design may be required. Once a blast has occurred, and the area has been excavated to a point that the rock face can be assessed by geotechnical personnel, the Contractor's geotechnical engineering personnel will assess the slope, and determine what (if any) additional reinforcement is needed to secure the slope. These additional reinforcement "designs" (such as "spot dowels") will be directed by the Contractor's Engineer of Record.

During this same time frame, personnel from the WSDOT Geotechnical Office will provide input and oversight of the need for additional slope reinforcement. In the event that the Contractor and the WSDOT Geotechnical Office do not agree on the level of need for additional slope reinforcement, the WSDOT Project Engineer will be contacted to facilitate resolution.

Winter Shutdown:

Temporary Drainage and TESC Coordination for Winter Shutdown:

Prior to winter shutdown, following each construction season, the Contractor shall schedule a meeting with the Engineer to discuss the status and suitability of temporary drainage and TESC elements over the winter shutdown